

## Claims.

1-13. (canceled)

14.(previously presented) A connection according to claim 24, wherein the actuator is a motor.

15.(previously presented) A connection according to claim 24, wherein the actuator is connected to an impact sensor capable of identifying contact between the bodywork and a pedestrian.

16-20. (canceled)

21.(currently amended) A connection ~~according to claim 32, wherein~~ for use in a motor vehicle having bodywork adapted for receiving an impact, the motor vehicle comprising a side rail, fender linings comprising a bottom, and a structural part supporting the bodywork and comprising a top edge and a plurality of ends, the top edge situated near a zone of the bodywork that might be impacted by a head or hip of a pedestrian, and the ends extending beneath the bottom of the fender linings, the connection comprising a collapsible force-opposing member that enables the side rail to oppose a vertical force; and at least one fusible fastener securing each end of the structural part to the fender lining, and comprising ~~the fusible fastener comprises~~ an insert selected from the group consisting of an overmolded insert or a crimped insert.

22-23. (canceled)

24.(previously presented) A connection for use in a motor vehicle having bodywork adapted for receiving an impact, the motor vehicle comprising a plurality of side

rails and a structural part supporting the bodywork, the structural part comprising a top edge situated near a zone of the bodywork that might be impacted by a head or hip of a pedestrian, the connection comprising a collapsible force-opposing member that enables the side rail to oppose a vertical force and that comprises a finger mounted on each side rail, an actuator capable of moving the finger between an extended position in which the finger retains the structural part vertically, and a retracted position in which the structural part is released; and an actuator capable of moving the finger between an extended position in the which the finger retains the structural part vertically and a retracted position in which the structural part is released.

25.(previously presented) A connection according to claim 24, wherein the motor vehicle comprises a front face and the front face comprises the structural part, and the structural part includes a cooling unit.

26-27.(canceled)

28.(previously presented) A connection for use in a motor vehicle having bodywork adapted for receiving an impact, the connection comprising a side rail and a structural part supporting the bodywork, the structural part comprising a top edge situated near a zone of the bodywork that might be impacted by a head or hip of a pedestrian, the connection comprising a collapsible force-opposing member that enables the side rail to oppose a vertical force, the force-opposing member comprising an insert embedded in the structural part and fixed to the side rail, the

insert adapted to split the structural part when subjected to vertical force above a predetermined threshold.

29.(previously presented) A connection according to claim 28, wherein the motor vehicle comprises a front face and the front face comprises the structural part, and the structural part includes a cooling unit.

30.(previously presented) A connection for use in a motor vehicle having bodywork adapted for receiving an impact, the connection comprising a side rail and a structural part supporting the bodywork, the structural part comprising a hood lock and a top edge situated near a zone of the bodywork that might be impacted by a head or hip of a pedestrian, the connection comprising a collapsible force-opposing member that enables the side rail to oppose a vertical force, and a sensor capable of releasing the hood lock when the bodywork impacts a pedestrian.

31.(previously presented) A connection according to claim 30, wherein the motor vehicle comprises a front face and the front face comprises the structural part, and the structural part includes a cooling unit.

32-33.(canceled)